

## **Exhibit E: Public Feedback**

- E.1 November 2006 Survey Responses**
- E.2 March 2007 Survey Responses**
- E.3 Summary of 2006 Focus Group Meetings**

## **Exhibit E.1**

### **November 2006 Survey Responses**

# Overlake Neighborhood Plan Open House Comment Sheet

Three alternatives have been developed for Overlake in 2030. Each concept builds upon the ideas that were generated at the May 2006 design workshop, as well as on the area's existing strengths, including active retailers and businesses, and proximity to employment centers and residential neighborhoods.

## ***I am a Redmond Overlake***

**14** Resident                      **2** Business Owner

**19** Employee                    **4** Property Owner

**7** Neighbor                      **5** Other: \_\_\_\_\_

The overall adopted vision for Overlake does not change across the alternatives; instead each alternative describes different ways to achieve the vision by 2030. In part, the alternatives differ by relating higher levels of investment in improvements such as parks and transportation to higher levels of development, and vice versa.

Your comments will help inform the City's selection of a preferred alternative for further evaluation. The preferred alternative will provide: 1) the basis for updates to the neighborhood plan and 2) determination of actions needed to implement the plan. It is possible to mix and match features from the three alternatives, provided that in the end the overall plan makes sense.

When you have completed your comment sheet, please return it to a staff person at the open house or mail to the address at the right by November 27, 2006.

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## **Overall**

➤ Which overall 2030 alternative do you prefer for further evaluation?

**1** Existing Patterns

**4** Moderate

**18** Ambitious

**6** Combination of Moderate and Ambitious

☐ None of the above. If none, or another alternative, please describe: \_\_\_\_\_

The alternatives identify potential public investments in improvements such as parks and open space, transportation, streetscapes, and stormwater management in support of the range of growth alternatives for the Overlake Neighborhood.

➤ Do you support increased public investment in Overlake? *(Check a choice below.)*

**11** Strongly support

**0** Neutral

**0** Somewhat disagree

**6** Somewhat support

**0** Strongly disagree

➤ What else is important for the City to keep in mind as it evaluates these alternatives?

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## Land Use

The alternatives show differing levels of development density and neighborhood character in 2030, including building heights that range from 3 to 6, or even up to 12 stories; new or infill mixed-use (residential over retail or office) or single-use buildings; and streetscape improvements.

- What level of growth through 2030 is appropriate for each of the quadrants identified below? *(Please indicate your preference by checking a box and adding any comments.)*

Area	Existing Patterns	Moderate Alternative	Ambitious Alternative	Comments
<b>NE Mixed-Use Core</b> (Group Health, Village at Overlake Station)	<b>1</b>	<b>5</b>	<b>19</b>	
<b>SE Mixed-Use Core</b> (Office Depot, Silver Cloud)	<b>1</b>	<b>8</b>	<b>15</b>	
<b>SW Mixed-Use Core</b> (Sears, Marshalls)	<b>2</b>	<b>8</b>	<b>16</b>	
<b>NW Mixed-Use Core</b> (Safeway, Yett Property)	<b>2</b>	<b>7</b>	<b>16</b>	
<b>Employment Area</b> (Microsoft, Nintendo)	<b>4</b>	<b>6</b>	<b>12</b>	

- Please indicate your preference on the following issues by checking a box and adding comments.

Option	Yes	Neutral/ Unsure	No	Comments
Allow buildings taller than the current limit of 6 stories in the Mixed-Use Core as an incentive for actions such as developer funding of public improvements or additional tree retention.	<b>24</b>	<b>1</b>	<b>8</b>	
If you answer yes, please indicate how tall: <b>7, 8, 8, 8, 10, 10, 10, 10-12, 10-12, 12, 12, 12, 25</b>				
Link potential increases in zoning capacity in the Employment Area to transit improvements or additional opportunities to live in the area, close to work.	<b>18</b>		<b>3</b>	

- What is most important to you about street character? *(Check your top three choices, or write in other responses.)*

**5** Wide sidewalks

**5** Trees and other plantings

**3** Street lights

**3** Places to sit

**1** Well-marked driveways

**2** Retail buildings at sidewalk edge

**8** Integrated transit stops

**1** Wide driving lanes

**3** Mid-block pedestrian crossings

**3** Well-marked intersection crosswalks

**1** On-street parking

**0** Other: \_\_\_\_\_

## Transportation

Each alternative is designed to enhance the pedestrian and bicycle environment, increase transit options, and improve the management of the existing transportation system. As the residential and commercial growth levels increase in each alternative, additional transportation projects and programs are added.

The City of Redmond has identified a number of potential non-motorized, roadway, and other transit projects that could be completed in these alternatives for 2030. Please indicate whether you think each of the following potential projects is a Top Priority, Good Idea, Bad Idea, or if you are Neutral/Unsure.

Potential Action	Top Priority	Good Idea	Neutral/Unsure	Bad Idea	Comments
New local streets in Mixed-Use Core (including NE 28th St., 151st Ave. NE, and NE 23rd St.)	4	14	6	4	
Mid-block pedestrian crossings on 152nd Ave NE and 156th Ave NE	2	17	3	2	
Complete missing bike lanes and sidewalks throughout neighborhood	14	15	3	1	
Multi-use pedestrian/ bike trail on NE 40th St., 156th Ave NE, and 148th Ave NE	7	11	7	2	
Multi-use trail on NE 26th St	1	11	14		
Grade separate SR 520 Trail at intersections	5	11	7		
Pedestrian overpass on 148th Ave NE between NE 24th and NE 20th St.	7	11	8		
Pedestrian overpass on SR 520 from NE 40th St. Transit Center to west side of freeway	12	6	4	2	
Redmond to Bellevue Arterial Bus Rapid Transit	8	13	3	1	
Overlake to Eastgate Arterial Bus Rapid Transit	7	14	3	1	
Residential parking permit program		5	10	8	
Reduce parking minimums for new development near transit stations	1	12	7	5	
Work with employers to create incentives related to parking pricing to encourage car pool, transit use	6	16	3	4	

- Are any projects or programs missing from this list? *(Describe below or use the map to the right to show locations of projects or programs.)*

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- Which light rail transit alignment do you prefer in the Mixed-Use Core? Why? *(Check one choice below and use space below for comments.)*

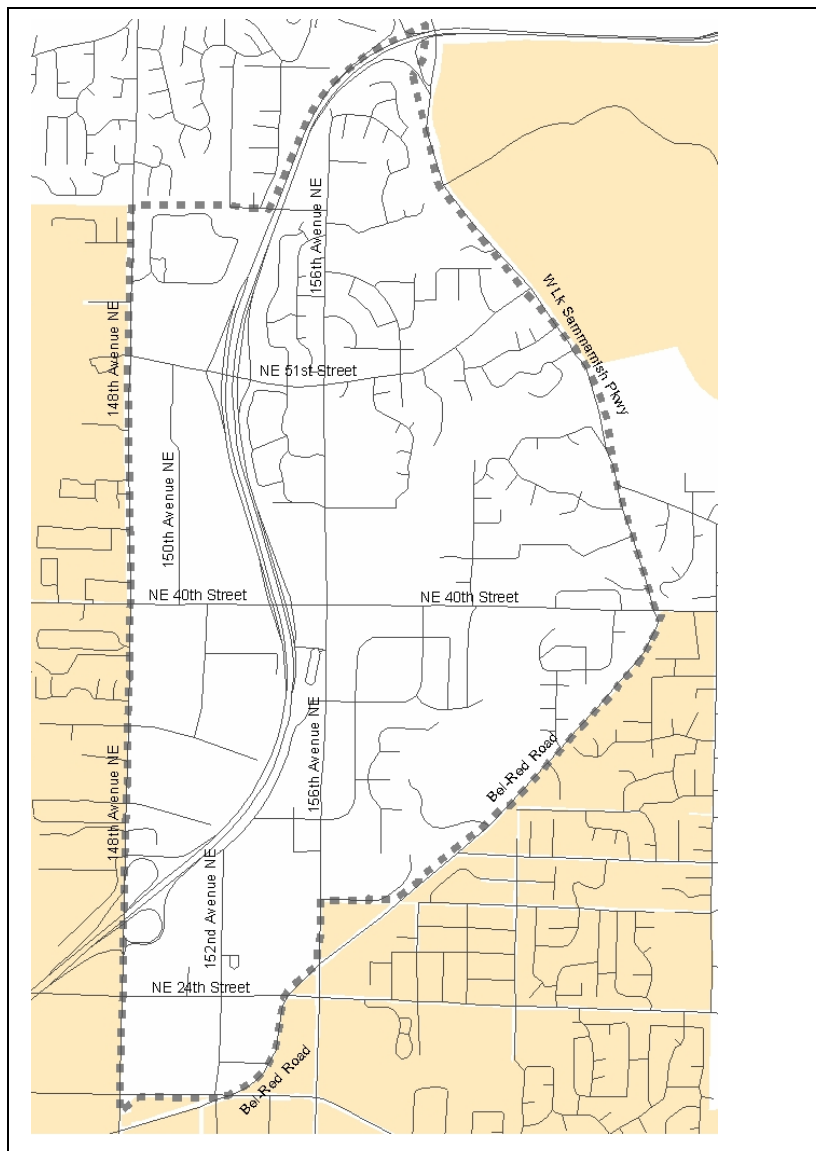
**16** 152nd Avenue NE

**4** 151st Avenue NE

**7** Behind Safeway

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- Which arterial bus rapid transit alignment do you prefer in the Mixed-Use Core? Why? *(Check one choice below and use space for comments.)*

**13** 156th Avenue NE

**17** 152nd Avenue NE between NE 31st and NE 24th St

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- What is most important to you about parking in the Mixed-Use Core? *(Check your top three choices, or write in other responses.)*

**6** Easy access

**1** Located behind buildings

**0** Located in front of buildings

**5** Convenient

☐ Other: \_\_\_\_\_

**3** Attached to store/services

**3** Serves a large area

**3** In a garage

**1** On the surface

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## Parks, Open Space, and Stormwater

Two of the three alternatives present options for public parks or open space, as well as regional treatment of stormwater. In some cases, stormwater treatment facilities could be integrated into the public open space system.

- Parks can serve a variety of functions. Which park functions are most important in the Mixed-Use Core? *Check your top three choices, or write in other responses.*

**20** Gathering place

**5** Water features

**8** Community/teen center

**15** Green space

**13** Outdoor café/vendors

**3** Aquatics center

**3** Sports courts

**8** Tot lot/children's play equipment

**0** Skate park

**2** Dog park

**13** Trail connections

☐ Other: \_\_\_\_\_

- How would you prioritize the seven park and open space sites described in the Ambitious 2030 alternative?

Park	Top Priority	Good Idea	Neutral/ Unsure	Bad Idea	Comments
1. Larger public park	8	8	3	2	
2. Smaller park	5	9	5		
3. Retail plaza	4	11	2	2	
4. Stormwater treatment and park	9	9	4		
5. Smaller park	2	11	6		
6. Smaller park	3	11	6		
7. Stormwater treatment	3	10	4	2	

- A number of stormwater treatment options are possible in the Overlake Neighborhood; some or all of which could be combined to provide stormwater treatment for the Mixed-Use Core. *Please indicate how you'd prioritize the approaches to stormwater treatment and give any comments in the space provided.*

Approach	Top Priority	Good Idea	Neutral/ Unsure	Bad Idea	Comments
Site-by-site vault detention and water quality	3	8	6	3	
Regional pond detention and water quality	6	9	3	2	
Regional vault detention and water quality	2	10	4	2	
Integrated low-impact development	6	8	4	2	

## Comment Sheet Responses

### Q1. I am a Redmond Overlake other:

- Property Agent
- Planning Commissioner
- Former resident/planner
- Chamber member

### Q2. Which overall 2030 alternative do you prefer? Comments:

- Ambitious, but not more than 6 floors – 12 is too high.
- Ambitious, but think we may have undershot commercial density and are unsure of how we achieved the residential density
- I think the Ambitious concept is the most compatible to light rail. It also makes sense when considering its proximity to Bellevue. Given the density envisioned and the regional nature of shopping activity for this sub-area of the OV, having a light rail station here is feasible. However, Redmond's Downtown may be de-densified if this area becomes the focus of growth. Perhaps, the downtown vision should be revisited and taken into consideration. Maybe a less dense downtown, with buildings no more than 4-stories is a good compromise, to make those residents of Redmond who decry the "urbanization" of the downtown happy, and make the OV area the more dense and urban part of the City. Downtown can have a character typical of Main Streets.
- I also believe that the OV area is the best location for higher density residential development because there is no water table problem so you can have underground garages going down 3 or 4 levels below grade. This allows a better site design, more residential units or building s.f., smaller building footprints, and building elevations that don't have 2 or 3 levels of garage above ground.
- Ambitious, if we're going to do something, it's best to go all the way, not do things incrementally
- Ambitious, Overlake could be like a downtown area
- Ambitious is realistic from a market demand point of view but lynchpin will be transportation
- Ambitious, want to see more density, multifamily residential
- I suggest a blend between the moderate and ambitious plans, especially as it relates to the transportation alternatives.

### Q3. Do you support increased public investment in Overlake? Comments:

- Parks/public use places but development (i.e. housing/business) should pay for infrastructure they cause or need.
- Rail/bus routes can link employment centers to distant places, but neighborhood routes need to connect residences to shopping.
- Land use the same in residential, but make investments in parks, trails, bike-ped to serve residential zone.
- City should make infrastructure ready to go – construction of about ½ of the street improvements is desirable
- Concern with financial impact to community for public facilities (including stormwater, parks, and transportation). Growth should pay for growth and existing residents/businesses should not be impacted. Investments should be decided on through an open process from the beginning.



**Q4. What else is important for the City to keep in mind as it evaluates...?**

- Making this area less ugly and more accessible.
- Leveraging private investment in core area of Overlake.
- Streamlining land use & permit processing to facilitate investments in Overlake.
- Global warming, sea level changes, topography, earthquakes.
- Manageable growth, access to freeways, pollution, impact on NW character, availability of affordable housing.
- Keep neighborhoods protected from unwanted traffic and noise.
- Don't forget residential zone. Improve neighborhood parks. Improve sidewalks, bike lanes, ped crossings to encourage more Microsofties to leave the car at home. Safe bike connection from Marymoor to Bel-Red.
- Find ways to improve traffic flow to highways
- Time street lights so traffic flows North/South on 156<sup>th</sup> and 148<sup>th</sup>
- Preserve trees (old tall firs) on Group Health site
- Find ways to connect trails from Overlake to Crossroads (work with City of Bellevue)
- Light rail is needed to Microsoft ASAP to reduce traffic congestion
- To achieve or try to achieve a balanced growth in the Overlake Neighborhood for business, residential, commercial, public amenities and transportation services including infrastructure
- The City needs to prioritize and reduce regulations.
- Cost of required improvements is a concern; City should provide more
- There needs to be a clear policy direction about whether or not Redmond is committed to the light rail AND an understanding of its development implications. People who have not lived in cities with high capacity rail may not understand that this will entail high density development. My experience with long-time Redmond residents is that there is a negative impression of buildings taller than 4 stories, or high-density development. For the light rail to succeed, or even be feasible, there has to be adequate population to be served. Based on current settlement patterns in Redmond, you won't get enough ridership.
- Additional mixed-use space and increased public-use space is a great idea.
- The Crossroads area is nearby, and I think it would be a shame to create a public space that echoes that of Crossroads.

**Q5. What level of growth through 2030 is appropriate for each quadrant...?**

**a) NE Mixed-Use Core Comments:**

- Work with developers to keep old fir trees on site as much as possible.
- Important to be an urban center.
- Macy's likely to go
- Pedestrian amenities are needed. A small city park with children's facilities would be great!

**b) SE Mixed-Use Core Comments:**

- Moderate but with large parks and trails.
- Important to be an urban center.
- This will be influenced by what happens on the Bellevue side (Uwijimaya, Angelos)
- Really need a shuttle bus to frequently connect Overlake, Crossroads, Fred Meyer & Sears, 2 Overlake Transit Centers

**c) SW Mixed-use Core Comments:**

- Moderate but with large parks and trails.
- Already intensely commercial
- Important to be an urban center.
- Prefers something in between Moderate and Ambitious. Ambitious feels like there's too much stuff going on, although along with growth would come more people which could benefit retail.
- Would like to see redevelopment of this area
- Parking lot needs trees and benches; shelters and small shops would help pedestrians; need better pedestrian access on east side of property

**d) NW Mixed Use Core Comments:**

- Moderate but with large parks and trails.
- Already intensely commercial
- Important to be an urban center
- Challenge here is long-term leases that groceries get
- I really need some lighting on 151<sup>st</sup> Street at side of Safeway building

**e) Employment Area Comments:**

- Important to be an urban center.
- Will be market for Microsoft or others
- They can do their own development.
- Too populated as it is - traffic is a nightmare with the buildings that exists, don't add more office space.

**f) Overall Comments:**

- I think that all areas need to be consistent with each other and supportive/ interactive with each other to create a truly integrated community
- Thinks density for office/FARs look low – should consider an example like the Civica in Bellevue: 2.7 FAR
- With more development, low incomes are often pushed out – affordable housing should be a part of new developments
- It's important for daily services/stores to locate in the area
- Daycare is an important use to consider in zoning – all daily services should be accommodated
- Any additional growth should be linked to the provision of light rail or other transit options – traffic is very bad now and adding more people without improving commute options won't help
- Moderate land use overall is good
- Something between Moderate and Ambitious is good – like the retail portion of Ambitious, but not fond of the allowance of additional height, also concerned with transportation issues associated with higher density of Ambitious

**Q6. Indicate preference on following issues:**

**a) Allow buildings taller than 6 stories as an incentive... Comments:**

- Yes with reservations – in some areas (i.e. Group Health campus) where it won't negatively impact views/light patterns, etc.

- Don't give away any lifestyle turning whatever into a big city – yuk.
- We should allow taller buildings and shouldn't require funding by developers.
- Concern that greater height won't pencil out due to construction costs and land values
- From an urban design perspective, I recommend clustering the taller buildings (over 6 stories) along 148<sup>th</sup> Avenue NE, instead of in the neighborhood streets. 148<sup>th</sup> Avenue NE is a wider street, so taller buildings can be accommodated while maintaining a good street width-to-building ratio. If you locate the taller buildings in the neighborhood streets, they will be perceived to be taller because the pedestrian is much closer to the buildings.
- Could be extended from Group Health towards the freeway (already noisy there & height could provide more of a buffer from 520)
- Important for higher buildings to be mixed-use
- Would allow for great views
- Both sides of 152<sup>nd</sup> would be good for additional height – 152<sup>nd</sup> is a good corridor for that type of development
- Build high-rises by freeway only, except don't want to block view of Bellevue and Mount Rainier from Village at Overlake apartments (and future homes and apartments)
- 12 seems like too much, 6 is better
- If higher buildings were stepped back to the street it might be an acceptable concept, it wouldn't be as overwhelming
- If buildings were allowed up to 12 stories, there shouldn't be too many, which could make the streets seem narrow

**b) If yes, how tall should buildings be?**

- Not more than 12 – again, factor in views and light – no “tunnel” streets. Best 6 or less stories.
- The higher the better – should think towards future market: by the time redevelopment occurs, land values will be high enough that this type of development will be needed
- 4 in most areas but 8 near Microsoft and freeway

**c) Link potential increases zoning capacity in Employment Area to...**

**Comments:**

- This is necessary!
- 10-12 stories
- We should emphasize housing in this area.
- If site-by-site – reinforcing

**Q7. What is most important to you about street character? Other:**

- This is tough. All are important. Lighting is essential but really a given.
- Places to sit should be protected from rain.
- Bike lanes.

**Q8. Indicate your preference on these transportation projects:**

**a) New local streets in Mixed-Use Core Comments:**

- Have too many streets/alleys.
- For 151<sup>st</sup>, I prefer a ped/tram ROW to a tri-modal corridor.
- 28<sup>th</sup> already exists at Homestead Village

- There are too many street/stop lights too close together – stops traffic flow
- Addition of street grid is increasingly necessary as there are more people
- 23<sup>rd</sup> through Sears area would be OK but not east of 152<sup>nd</sup>.
- 28<sup>th</sup> may help, but only if 31<sup>st</sup> Street bridge is built across freeway
- Anything to relieve the gridlock around the Microsoft campus around 5-6pm would be very important, especially as they continue to add more employees than there are today.

**b) Mid-block pedestrian crossings on 152<sup>nd</sup> & 156<sup>th</sup> Comments:**

- Leaning towards “Bad idea”. Don’t want to block flow – too many “intersections” in a block defeat the purpose. Overpass maybe?
- Make it a bridge so traffic does not stop
- 156<sup>th</sup> and 22<sup>nd</sup>; Bel-Red and 21<sup>st</sup>; maybe at 22<sup>nd</sup> and 152<sup>nd</sup> for Silver Cloud residents

**c) Complete missing sidewalks & bike lanes Comments:**

- Bel-Red Rd at 4300 165<sup>th</sup>
- Make sure they connect to Bellevue
- Adding bike lanes is a no-brainer!
- Bike lanes that are separated by a curb would improve bike safety
- Safe walkways that go along driveways into shopping areas are also needed
- Bike paths are a must! – there seems to be a growing population that use this mode
- Strongly support any ped/bike improvements that make the area more ped/bike friendly – the little things can make a big difference
- Please repair existing sidewalks!

**d) Multi-use pedestrian/bike trails Comments:**

- Don’t let bike traffic impede or interfere with car traffic.
- Existing wide sidewalks & infrastructure should stay in place on 156<sup>th</sup>.
- Not needed, sidewalk is wide enough
- Striping for “wheeled” vehicles and pedestrians would help improve safety
- Need to designate walking and biking areas like at Alki to improve safety

**e) Multi-use pedestrian/bike trail on 26<sup>th</sup> Comments:**

- Not familiar with 26<sup>th</sup>

**f) Grade separate SR 520 trail at intersection Comments:**

- What is this?
- ?

**g) Pedestrian overpass on 148<sup>th</sup> Comments:**

- We need to take groceries from Safeway & Fred Meyer to bus stop.
- Should be ADA compliant
- Shouldn’t be built until Sears/Fred Meyer redevelopment – wouldn’t make sense to do the overpass first
- No one will use it. More important to make parking lots ped-friendly with trees, driveway sidewalks, and ped entries at street corners!
- May be unnecessary if Sears area doesn’t redevelop – it’s not worth it to go to the expense of this bridge if there isn’t something nice to connect it to

**h) Pedestrian overpass on SR 520 Comments:**

- Walk across on sidewalk at 40<sup>th</sup> Street.

**i) Redmond to Bellevue Arterial BRT Comments:**

- Low priority.
- How many stops would it have, compared to 253?

**j) Overlake to Eastgate Arterial BRT Comments:**

- Low priority.

**k) Residential parking permit program Comments:**

- Maybe
- Not sure what this is
- Must improve options, not limit people/cars

**l) Reduce parking minimums for development near transit Comments:**

- Maybe, probably
- Only if bus is getting used.
- Why do I pay for a parking place I don't use?
- Build more parking spaces, not less
- Need transit support
- Should consider whether transit service will be provided during times of emergency

**m) Create incentives related to parking pricing Comments:**

- Already done through TMPs.
- People will drive regardless of parking incentives – get mass transit in to reduce traffic but allow employers/developers to build ample parking
- Parking management ideas seem reasonable if light rail and other transit improvements are made – thinking about these parking management actions would help force the issue with employers, which might need to be done
- Incentives to get people to take non-SOV are good
- Work with employers to create more incentives related to telecommuting. More traffic is not the answer!

**n) Overall Comments:**

- These are my initial responses upon hearing/reading some of these options for the first time.
- Shared parking is key for mixed-use development
- Removing parking minimums doesn't matter – developers will build what they think they need
- Any roadway projects done should aid in improving flow

**Q9. Are any projects or programs missing from this list? Comments:**

- Not sure.
- Something to help traffic between 51<sup>st</sup> & 40<sup>th</sup> on W Lake Sammamish Pkwy NE.

- Sidewalks are not needed everywhere – bike/person paths would be better for jogging, etc. – More multi-use in less people areas.
- NE 31<sup>st</sup> St Bridge
- Microsoft Aquatics Center
- Bike-ped on neighborhood edges needs to be addressed. 148<sup>th</sup> at 520. WLSP at Bel-Red. Bel-Red (40<sup>th</sup> to 156<sup>th</sup> crossings). Bel-Red bike ped (WLSP to 156<sup>th</sup>) crossings of 40<sup>th</sup>.
- Bel-Red Road bike ped, ped crossings on Bel-Red (156<sup>th</sup> to 40<sup>th</sup>)
- Ped crossings between Microsoft and Cascade View Park
- Bike-ped on WLSP and Bel-Red
- Remove separate light for busses at Overlake Transit Center and redirect busses to common light at Overlake Transit Center. This removes stop light that is not needed. Also, add pedestrian bridge from Overlake Transit Center to Microsoft to eliminate foot traffic crossing 156<sup>th</sup>.
- Remove left turn from 156<sup>th</sup> to Bel-Red Road to improve traffic.
- A shuttle that runs between Crossroads and Overlake could serve residents – not sure if BRT would serve this function
- Concern about access management on NE 24<sup>th</sup> & its impact on retail
- If things become too congested, Redmond could consider changing 24<sup>th</sup> and 20<sup>th</sup> to a 1-way couplet – would need to deal with concerns related to access for retail/restaurants that might be impacted by this
- For on-street parking, 2-hour time limits are good but fees will cause an uproar
- Improvements to 520, 520/405 interchange would be helpful
- Favor speed reduction on 148<sup>th</sup>
- Some improvement should be made to the intersection of 152<sup>nd</sup> & 24<sup>th</sup> (difficult left turns) in any alternative
- Need better transit connections to Kirkland
- Transit route through Marymoor could require some improvements to the roadway through Marymoor
- Transit route through Marymoor could also face bottlenecks at the entrances/exits
- Continue the policies that encourage land owners to share parking and driveways. This allows peds/cars easy access to multiple stores without having to return to the street between each one. Crossroads needs to learn this!
- Concern with taking away lanes on 152<sup>nd</sup>: this could be okay if light rail attracts a significant amount of commuters, but if not, traffic will get worse here
- Shared parking is a really good concept for mixed-use developments
- Parking management actions should only be implemented if transit options are improved
- Direct, peak hour bus service to Bellevue, Issaquah and Sammamish Park & Rides. Current indirect services take too long and don't make sense for most.

**Q10. Which light rail transit alignment do you prefer in the MUC? Comments:**

- Aren't 151<sup>st</sup> & behind Safeway the same? We must keep 152<sup>nd</sup> Ave NE open as a major thoroughfare and access route plus "main street" pedestrian friendly core. Needs to be separate from light rail.
- ? Wherever most people are
- 151<sup>st</sup> to NE 31<sup>st</sup> to 156<sup>th</sup> to NE 51<sup>st</sup> to 520
- It should be on 520 corridor from Seattle, swing over to serve the urban center.
- Station near 24<sup>th</sup>

- 152<sup>nd</sup> is closer to Crossroads
- 152<sup>nd</sup> is central alignment in Overlake area
- Key is convenience – the location doesn't matter (if the choices are different by only 1 block)
- One opportunity for improving the Ambitious alternative is to move the light rail station closer to the OV TOD. This will encourage more ridership, since people using the local transit can easily transfer to the light rail, and vice versa. This may also mean more efficient use of land because buses can use the existing TOD lay-by's instead of having to assign new ones on the street where the light rail station will be located. Having said this, I recommend that the light rail tracks be located along 152<sup>nd</sup> Avenue NE, but overhead. (This is a compromise to my "ideal" alignment, which would go through private property, and have a station where the current bus turnaround in the OV TOD is.) Again, overhead tracks allow multiple uses for the same street, and keeps the negative impact of the trains on the main thoroughfare, where we want retail/commercial uses to cluster.
- 151<sup>st</sup> could have less impact to existing traffic because it is not used currently
- Behind Safeway is already noisy and placing it here would lessen noise impact to existing and future residents
- 152<sup>nd</sup> already has a good flow up to Microsoft and light rail would complement that
- Concerns with the amount of property acquisition needed for 151<sup>st</sup> alignment
- Likes behind Safeway, but of the other 2, 152<sup>nd</sup> seems more natural
- Concerns with property acquisition required for 151<sup>st</sup> alignment
- 152<sup>nd</sup>, Alignment already exists and light rail will help to further enhance the redevelopment of the corridor
- Whatever the alignment, should consider commercial buffers between light rail and residential – concern with noise impacts of light rail on residential
- Behind Safeway – keep the noisy trains near the noisy freeway!
- There is a definite need for light rail if there is more density in the neighborhood
- Alignment should be located close to the existing park and ride facility to aid those who want to commute to the light rail – parking could become a problem
- 151<sup>st</sup>: Allows street usage on 152<sup>nd</sup>.
- 152<sup>nd</sup>: Overlake Village proximity
- 152<sup>nd</sup> is closer to retail destinations and the hospital
- 151<sup>st</sup> is easier to get to
- Behind Safeway is slightly closer to where I live.
- 152<sup>nd</sup>: To be closer to the existing Overlake Park and Ride

**Q11. Which arterial BRT alignment do you prefer in the MUC? Comments:**

- Not quite sure, but bringing it down 152<sup>nd</sup> brings people closer to the core – on the other hand, buses create more congestion. Undecided at this point.
- ? Again, where more people/businesses
- Align with retail/housing core to eventually link with HCT.
- On 156<sup>th</sup>, have a straight path from 51<sup>st</sup> to 8<sup>th</sup>.
- Needs to connect to Crossroads (156<sup>th</sup>)
- Heavy usage forecast and evident on 156<sup>th</sup>.
- On 152<sup>nd</sup> better serves the retail area
- If the BRT alignment does not go down to 152<sup>nd</sup>, other Metro routes that stick to 156<sup>th</sup> should go down to 152<sup>nd</sup> to serve the Park & Ride

- 152<sup>nd</sup> is better as it serves a more dense area – otherwise, the service would bypass lots of jobs and restaurants
- Crossroads area seems very stop and go – could Redmond work with Bellevue on TSP or a bus lane?
- 156<sup>th</sup> is more direct but if there were data to show that 152<sup>nd</sup> would serve a lot of people, then would support that alignment
- 152<sup>nd</sup> gets the transit to where development will be
- If ridership increases on 152<sup>nd</sup> then deviate there, if not, keep it on 156<sup>th</sup>
- 152<sup>nd</sup> because buses should go to all park & rides possible on their routes
- 156<sup>th</sup> makes most sense to me
- 152<sup>nd</sup>: Overlake Village proximity
- 156<sup>th</sup>: Closer to Microsoft, which will probably be the main user.
- 156<sup>th</sup> is the most efficient route. This should be separate from the light rail line.
- 156<sup>th</sup> is closer to Microsoft

**Q12. What is most important to you about parking in the Mixed Use Core? Other:**

- Central garage through public/private partnership option that SB considered.
- Put where pedestrians & autos won't mix.
- Make parking spaces large enough for normal cars – compact spaces too small.
- Let the market decide.

**Q13. Which park functions are most important in the Mixed Use Core? Other:**

- Some overlap here.
- Neighborhood Parks need rehab, particularly lawns and sport courts
- Expand Cascade View Park (covered tables, tennis?)
- I strongly vote for the connectivity of open spaces, as shown in the Ambitious alternative. We are already doing this in the downtown, so I don't see any problems of doing this in the OV neighborhood area. These connections will not only improve pedestrian connectivity but also increase the amount of open space for the area.
- As a mom, like larger parks where you can play with the kids and keep their attention piqued for longer.
- Concern with trails going through properties – this could be a liability if people are walking through parking lots, could also impede traffic flow in some way
- Community/teen center important as there are lots of children in the TOD with no where to go
- Public art would help spruce things up, could reduce crime, encourage property owners to take better care of their property
- Public art at 24<sup>th</sup> & 148<sup>th</sup> could serve as a gateway to Overlake
- If a community center is built, should be marketed and used for many events and should be very high-tech
- Providing trail connections between parks/open spaces would help with circulation and also better connect the area – would provide an outlet for people to get out and meet others, form a cohesive neighborhood
- Trail connections are a very good idea – need to be sure they're safe and ensure pedestrian connections to parks
- Trail connections are a really good idea – people need a way to get out and use the open spaces
- Marymoor has good connections to other places – this could be an example



- Some space that could be activated with arts events, performances, etc. would be really nice and could draw a lot of people – examples: Seattle parks, Kirkland waterfront
- Small sports courts that are scattered around can help people get out for impromptu events – can help people get to know each other and improve the safety of the neighborhood

**Q14. How would you prioritize the 7 parks/open space sites in Ambitious?**

**a) 1. Larger public park Comments:**

- Nothing in the area!
- What is this? Doesn't see this being 2 acres – look to Denny Park as a potential example
- A large park should be conducive to families and include opportunities for sports
- Would like to see a “living room” for the community similar to Lake Oswego
- Bad idea – go to Crossroads Park

**b) 2. Smaller park Comments:**

- Small parks with amenities for children near multi-family. Open space, green near commercial
- Green gathering places with water works; promotes ped and social activity; include vendors and stage

**c) 3. Retail plaza Comments:**

- But Crossroads near.
- All buildings should have some small shops on the ground floor whether apartment, offices or big stores.

**d) 4. Stormwater treatment & park Comments:**

- Integrated approach best to accomplish both goals.
- Any sort of linear park or open space on Sears site is top priority
- Break up the Sears parking lot
- Should be careful with design – there are concerns with safety issues for this type of integrated facility

**e) 5. Smaller park Comments:**

**f) 6. Smaller park Comments:**

- Great for residents of Village Apartments as well as Microsoft and any new development users

**g) 7. Stormwater treatment Comments:**

- With train station

**Q15. Indicate how to prioritize stormwater treatment approaches:**

**a) Site-by-site Comments:**

- Vaults may be OK at times; ponds are much nicer and cheaper

**b) Regional pond Comments:**

- Not sure but leaning toward this if can incorporate it as a water feature.

- Integrate with parks.
- Transfer is a difficult process sometimes
- Has had bad experiences with detention ponds – finds they can attract rodents and/or vagrants, however this can be mitigated by not secluding the pond and surrounding it with activity
- A managed wetland is preferable to a traditional pond – this results in better water quality and higher aesthetic – can integrate the detention component
- Strong support for regional stormwater treatment – makes a lot of sense for stormwater and for land use considerations
- Should have this available for big storms

**c) Regional vault Comments:**

- Costly to build; dangerous if person or animal enters vault

**d) Integrated LID Comments:**

- Begin with low impacts to achieve balance between costs and efficiency.
- Some concerns with the ongoing maintenance of LID – is this something the City would take on? Would property owners be required to sign maintenance agreements? What if they aren't maintained well?
- LID cannot be a standalone method – should be combined with regional approach
- Green energy and insulation as well as storm mitigation

**e) Other Comments:**

- Doing all as natural looking & using nature to help any infrastructure.
- Like underground vault that allows additional use of the land and isn't an eyesore.
- At the end of the day, the least cost option is most preferable
- To the extent possible, stormwater detention vaults be used, if we are truly envisioning an URBAN residential neighborhood, as stated in the Ambitious alternative.
- Would prefer most whichever method came out on top in a cost-benefit analysis – should include maintenance, tax-base implications in analysis – should also consider a balance between cost and integrating these into parks
- Integrating these into parks could improve the wildlife in the area and provide a natural setting for new residents

**Other comments:**

- Too much presentation – not enough time to look & see & think about/do.

**Parks, Open Space, Stormwater Station comments**

- Restrooms within public spaces
- Covered spaces/shelter in parks
- Variety of green spaces (active & passive)
- Trails – transportation & recreational
- Make sure this area is good for families – make it good for kids!
- Save trees at Group Health
- Maximize density to make room for open space & keep trees (taller where there are no trees)
- Ponds need to be integrated – no concrete boxes – welcome public/park-like

- A minimum size should be set for the open spaces. When I read the word “plaza”, I think about the kinds of plazas we have in Redmond, which are privately-owned and too small to be of any significant useability for people in the community. IF we think these existing plazas are acceptable, then we should have more than 4, as currently shown in the Ambitious alternative.
- Parks and open spaces are a necessary part of redevelopment – would help to soften an area that is currently not very inviting

## **Comments from Sticky Notes on Graphics Growth Levels for all Alternatives**

- Whatever alternative – increase residential more than commercial – need a balance

### **Land Use Existing Patterns 2030**

- Photo of Dairy Queen – This is ugly! Not in Redmond!
- Create ped/bike connections even at this level between Microsoft & commerce on 152<sup>nd</sup>

### **Land Use Moderate 2030**

- Separate LRT off of 152<sup>nd</sup> as with Ambitious plan
- Identify and give preference for some kind of trail system that circulates around and through the area.
- Create connections!
- Photo in lower left is “really nice”!

### **Land Use Ambitious 2030**

- Acquire and negotiate as much open space for public parks
- Density OK, 6 or below better
- 12 stories are too much! Overlake at 6-7 stories OK depending on topography

### **Street Sections**

- Consider a 4 to 3 lane conversion in the “light” touch scenario
- Moderate photo on left is ugly! (ditto!)
- Pedestrian safety concerns for center HCT/LRT
- If light rail is not along this alignment, taking traffic lanes down to only 2 with a landscaped median/turn lane may not really be enough to handle the traffic, even though the median would look nice

### **Parks and Open Space Existing Pattern 2030**

### **Parks and Open Space Moderate 2030**

### **Parks and Open Space Ambitious 2030**

- Park #1 needs to be active & passive & natural

## **Exhibit E.2**

### **March 2007 Survey Responses**

# Overlake Neighborhood Plan Open House Comment Sheet

We need your feedback! We are approaching the final stages in the year long planning process for Overlake. Based on contributions from the public during the past year, the Redmond City Council and Planning Commission endorsed an Action Alternative as the basis for developing proposed updates to the Overlake Neighborhood Plan. The Action Alternative was evaluated along with the No Action Alternative in the Draft Supplemental Environmental Impact Statement (SEIS).

This open house presents:

- ❖ Proposed strategies for the Action Alternative;
- ❖ Proposed implementation steps for the Action Alternative; and,
- ❖ The results of the Draft SEIS and draft proposed updates to the Overlake Neighborhood Plan.

Your comments will help inform 1) revisions to proposed updates to the neighborhood plan and 2) determination of actions needed to implement the plan. When you have completed your comment sheet, please return it to a staff person at the open house or mail to the address to the right by April 23, 2007.

## ***I am a Redmond Overlake***

**6** Resident

**4** Employee

**2** Neighbor

☐ Business Owner

**2** Property Owner

**1** Other: Developer\_\_

Lori Peckol  
MS: 4SPL, 15670 NE 85th Street  
PO Box 97010  
Redmond, WA 98073-9710

## **Overall**

The proposed plan identifies Strategies for Action related to Land Use, Transportation, and Parks, Open Space and Stormwater. A number of these Strategies for Action identify potential public investments in improvements such as parks and open space, transportation, streetscapes, and stormwater management in support of the growth in Overlake.

➤ Do you support increased public investment in Overlake? *(Check a choice below.)*

**8** Strongly support

☐ Neutral

☐ Somewhat disagree

**2** Somewhat support

☐ Strongly disagree

➤ What else is important for the City to keep in mind as it updates the Overlake Neighborhood Plan?

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***Thank you for participating in the Overlake Neighborhood Plan Open House! Your comments are appreciated!***

## Land Use Strategies for Action

In order to achieve the vision of creating a vibrant, walkable neighborhood that has a sense of place, the draft plan proposes a number of key land use and development strategies. These strategies focus on creating a retail, pedestrian-oriented street on 152<sup>nd</sup> Avenue NE, targeting multi-family development for suitable locations in Overlake Village, and coordinating development on and between key sites. *(Please see map on page 3 for district locations)*

- Please indicate your preference on the following issues by checking a box and adding comments.

Option	Yes	Neutral/ Unsure	No	Comments
Design and develop new buildings along 152 <sup>nd</sup> Avenue NE to include pedestrian oriented businesses such as restaurants, travel agencies or copy centers on the ground floor.	<b>11</b>	<b>1</b>	<b>1</b>	
Require a minimum amount of residential uses in any new development in Overlake Village.	<b>7</b>	<b>2</b>	<b>3</b>	
Allow building heights of up to 10 stories on key sites as an incentive for dedication of land (2-4 acres) for a large park or open space or regional stormwater facility	<b>9</b>	<b>1</b>	<b>4</b>	
Support multi-family and limited retail development in the Employment Area	<b>9</b>	<b>1</b>	<b>2</b>	

- The draft plan proposes to tailor the incentive program offered in Overlake Village to help the community achieve the features it desires. In general, the proposed incentive program offers up to one additional floor of development for provision of desired public amenities. Which amenities should the incentive program apply to? *(Check as many as you wish, or write in other responses.)*

**6** Use of green building techniques

**11** Below grade parking

**4** Residential uses above the minimum required

**9** Small plaza or park

**5** Affordable retail space for existing businesses

**11** Master-planning of large sites to coordinate neighborhood improvements

**2** Other: \_\_\_\_\_

- In Overlake Village today, building height can be increased by one story (up to 6) through purchase of development rights. The proposed incentive program would also allow increased building height for provision of desired amenities in Overlake and could be applied in a variety of ways. Which application do you feel is appropriate for Overlake Village? *(Check one choice below.)*

**4** Can get a maximum of 1 additional floor (for total of up to 6 stories) for all amenities included in development

**7** Can aggregate incentives up to a maximum of 3 additional floors (for total of up to 8 stories), i.e.: provide 2 amenities, get 2 floors; provide 3 amenities, get 3 floors

**2** Other: \_\_\_\_\_

- 152<sup>nd</sup> Avenue NE is identified in the proposed plan as a place that will transition into a vibrant corridor that supports a variety of uses, with retail on the ground floor and housing and offices in upper stories. Please indicate whether you think each of the following concepts is a Top Priority, Good Idea, Neutral/Unsure, or Bad Idea.

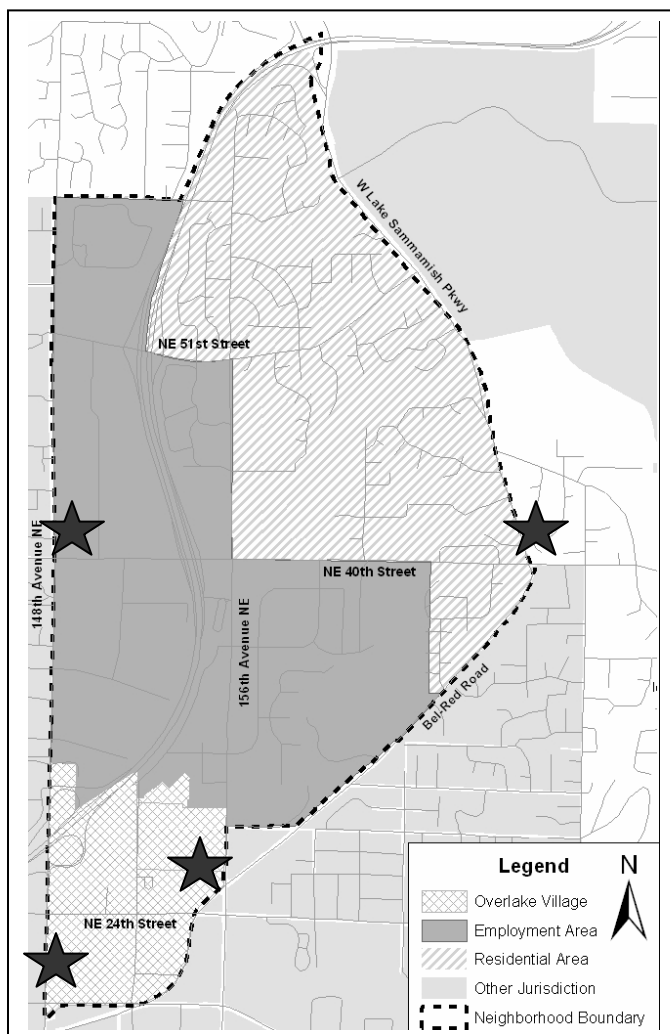
Option	Top Priority	Good Idea	Neutral/Unsure	Bad Idea	Comments
Create a Main Street feel along the ground floor, separating buildings only with streets, driveways or plazas	6	2	1	2	
Create more breaks between buildings along the ground floor in addition to streets, driveways or plazas	2	6	1	2	
Create breaks between the upper stories of buildings to retain views	2	4	5	1	
Promote variation in building height for visual interest	1	6	3	3	

- The draft plan proposes to phase potential increases in zoning capacity in the Employment Area over time. Which of the following potential triggers should be used to phase potential zoning increases? *(Check as many as you wish, or write in other responses.)*

- 6** Progress on goals for new residential development in Overlake
- 10** Progress on regional transportation improvements, including transit improvements
- 6** Progress on achieving objectives related to use of alternatives to driving alone
- 6** Adequacy of parks and open space
- 5** Adequacy of emergency services
- 3** Other: \_\_\_\_\_

- Gateways indicate where the neighborhood begins and ends and help form a solid identity for the neighborhood. Special streetscape treatments with signage could be placed at key intersections marking a gateway. Which of the following should be a gateway? *(Check as many as apply, write in others or mark others on the map.)*

- 7** 148<sup>th</sup> Avenue NE at NE 20<sup>th</sup> Street
- 7** NE 24<sup>th</sup> Street at Bel-Red Road
- 3** NE 40<sup>th</sup> Street at Bel-Red Road
- 4** NE 40<sup>th</sup> street at 148<sup>th</sup> Avenue NE
- 3** Other: \_\_\_\_\_



## Transportation Strategies for Action

A major priority for the Overlake neighborhood is to develop a multi-modal transportation system. The proposed plan strives to make travel on foot, by bike and transit more convenient and attractive.

The following are proposed strategies to develop the multi-modal transportation system:

- ❖ Create new local access streets in Overlake Village
- ❖ Improve streetscapes on key corridors, including 152<sup>nd</sup> Avenue NE and NE 24<sup>th</sup> Street
- ❖ Coordinate with transit agencies to enhance regional and local transit service and connections
- ❖ Improve key intersections to facilitate movement through an intersection
- ❖ Widen streets in certain locations
- ❖ Manage vehicle access on key corridors
- ❖ Create a parking management program that reduces parking requirements, creates a residential parking permit program if needed, and more
- ❖ Update the Transportation Demand Management Program to reflect new goals for use of travel modes other than driving alone

Additional strategies are proposed to improve the pedestrian and bicycle environments:

- ❖ Fill in gaps in the sidewalk system throughout the neighborhood
- ❖ Add and improve bike lanes throughout the neighborhood
- ❖ Build select multi-use pathways throughout the neighborhood
- ❖ Add mid-block crossings at key locations
- ❖ Consider grade separated overpasses at key locations

- Are any strategies missing from this list? *(Describe below or use the map on Page 3 to show locations of additional projects or programs.)*

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## Parks, Open Space, and Stormwater Strategies for Action

A priority for the Overlake Neighborhood is to develop a connected system of parks, open spaces, and recreation opportunities within the neighborhood and beyond. In an effort to enhance the environmental quality of the neighborhood, regional stormwater management facilities can be integrated into a parks system.

- Overlake benefits from having a number of quality open spaces within and in close proximity to the neighborhood. Where should trail connections from within the Overlake Neighborhood be made to in the future? *(Check all that apply, write in other responses, or show new connections on map on Page 3.)*

**7** Marymoor Park

**5** Bridle Trails State Park

**5** Idylwood Park

**4** Ardmore Park

**3** Other: \_\_\_\_\_



## Proposed Implementation Steps

The vision for the Overlake Neighborhood in 2030 is proposed to be achieved with a specific implementation strategy that clearly lays out realistic priorities, benchmarks, and a timeline. Implementation actions can take two forms: studies or plans and specific projects. Many actions are proposed to be undertaken within the next three years.

The following are proposed studies and plans that could be undertaken by the end of 2009. Please indicate whether you think each of the proposed studies and plans is a Top Priority, Good Idea, or Low Priority.

Potential Action	Top Priority	Good Idea	Low Priority	Comments
Development of a communication and marketing strategy for Overlake Village	5	3	3	
Station area planning for light rail stations in Overlake Village and the Employment Area	8	2	2	
Work with WSDOT and other stakeholders on improvements to the SR 520 corridor from I-405 to SR 202	6	2	4	
Park master planning for a large scale park	3	8	1	
Analysis and planning for a regional stormwater management facility	1	10	1	
Joint City-Microsoft planning for the NE 40 <sup>th</sup> Street Corridor	5	5	2	
Other _____				

A number of potential non-motorized or roadway projects could be developed or constructed by 2009. Please indicate whether you think each of the proposed projects is a Top Priority, Good Idea or Low Priority.

Potential Action	Top Priority	Good Idea	Low Priority	Comments
152 <sup>nd</sup> Ave NE Mid-Block Crossings	3	5	3	
NE 51 <sup>st</sup> St Bike Lane Improvements	4	4	3	
SR 520 Trail Crossing Improvements at NE 40 <sup>th</sup> & NE 51 <sup>st</sup> Sts.	5	3	2	
Transit Signal Priority along 148 <sup>th</sup> Ave NE, NE 40 <sup>th</sup> St, 156 <sup>th</sup> Ave NE, and 152 <sup>nd</sup> Ave NE	2	5	1	
Access Management to limit turning movements and improve traffic flow on NE 24 <sup>th</sup> Street and 148 <sup>th</sup> Ave NE	4	4	3	
148 <sup>th</sup> Ave NE & Old Redmond Rd Intersection Improvement	2	5	4	
148 <sup>th</sup> Ave NE & Redmond Way Intersection design study and rechannelization		5	6	
Other _____	1			

## 1. Do you support increased public investment in Overlake?

## 2. What else is important for the City to keep in mind as it updates the ONP?

- Commute, traffic, existing businesses
- Impacts on individual stakeholders and how an implementation plan can be monitored over time
- Attractiveness
- Public amenities, services, incentives, and connections to offer regional urban centers will attract development.
- Keep up the good work!
- Good transit (especially mass transit) is a very high priority
- Coordinate and integrate its plan with other plans and proposals by City of Bellevue, Kirkland, e.g. Bel-red, Crossroads, so that FULL NET IMPACT IS UNDERSTOOD
- I think most intersections are at an “F” already!
- Why Overlake Village? Villages are small!
- Long term goals – no pockets here and there – transitions from big stores to smaller to housing to green space – nice fits
- I am confused – Overlake and Overlake Village are not the same to me, but they are used interchangeably it seemed at the meeting and in this. I wasn’t sure when I should comment on the whole area or just the Sears-type section.
- The effects of more density on surrounding residents – such as protecting neighborhoods from increased traffic.

## 3. Land use issues:

### a. Design and develop new buildings on 152<sup>nd</sup> with pedestrian-oriented uses

- Spaces to service residential community
- We need to keep people here and not send them down to Redmond Town Center or Bellevue Square
- This will require significant effort and rebuilding, particularly as there are existing and expected transportation needs that have to be considered.

### b. Require a minimum amount of residential

- But be flexible on what the opportunity may be
- Or in-lieu fees
- Jobs-housing nexus
- Support, incentivize, but don’t require
- I feel we have enough residential areas already available surrounding this area. Focusing on making it a vibrant work/life balance area is more important than trying to form development to try and create a small number of residential units.
- Residential development, particularly high density development is needed and should be encouraged, but certainly not required.

### c. Allow building heights up to 10 stories as incentive for dedication of land

- Limit it specifically and give advantage to particulars. Height should be based on design and overall benefits.
- Allow higher density where appropriate *by-right*
- I see no reason to limit building heights to 10 stories so long as sufficient mitigations to accommodate increased uses are provided

- Yes for both the large park or open space but only up to 6 stories
- What is being done here it to try to change the character of the existing business oriented neighborhood which includes a lot of small service industries into a boutique urban village. You need to provide adequate incentives for this change to be made. There should be relocation allowances for displaced businesses.

**d. Support multi-family, retail in Employment Area**

- Focus to neighborhood
- Do not limit neighborhood retail that adds character

**4. Other amenities to which the incentive program should apply:**

- The more options the better – some are more costly than others
- Below grade parking = 2 stories
- Small plaza or park = 2 stories
- All such mitigations are reasonable
- Make green building techniques mandatory anyway
- Transitioning
- Don't think incentives are a good idea.

**5. Application of incentive program in Overlake Village**

- Ensure incentive is reflective of opportunity that works for developer and City
- Benefit may not be tied to 1 story only
- Some amenities should be worth more than 1 floor
- I think no on this – all should have to be good/better on any development. We should not have to trade height limits to get green. X amount of green for X amount of building.
- Don't think incentives are a good idea.

**6. Concepts for 152<sup>nd</sup> Avenue NE**

**a. Separate buildings only with streets, driveways, plazas**

- Only if behind existing trees – need to save them
- Need ventilation!

**b. Separate buildings with more than streets, driveways, plazas**

- Only mid-block

**c. Create breaks between upper stories to retain views**

- Default to building code light/air
- This is so not a worry

**d. Promote variation in building height for visual interest**

- Ensure does not hinder development opportunity
- Let architects/developers design what market wants
- This seems too prescriptive
- Leave it to the developers who have a much better idea anyway.

**7. Potential triggers for phased increases in zoning in Employment Area:**

- Focused on epicenters of transit interface
- Streetscape improvements

- Pedestrian neighborhood retail
- Public services like fire, school, police, necessary shopping stores
- Phased increases are a bad idea.

## **8. Gateway locations**

- 156<sup>th</sup> Ave NE and NE 40<sup>th</sup> St.
- Not for this idea, as it piece-meals the City.
- 156<sup>th</sup> at 51<sup>st</sup> and 40<sup>th</sup>
- Leave it to the owners of the property

## **9. Missing Transportation Strategies**

- Run public transit every 10 minutes. Anything less often is doomed to never create the paradigm shift needed.
- Mitigation of unnecessary and unwanted congestion in residential and retail neighborhoods
- No more streets
- Too much asphalt already (comment related to widening streets)
- No residential parking permit – residential parking garages and public parking maybe
- How about pedestrian underpasses – could even have small shops along them – like kiosks. (Hole in wall stores). (Target and Fred Meyer are so not walking friendly, so why wasn't this done better? Sears and Fred Meyer are the same – have to drive between.) Group larger stores.
- None are included that are not feasible and too much of the plan is based on phantom improvements. Not enough attention is paid to the existing traffic needs in the area.

## **10. Trail connections from Overlake to other locations:**

- Crossroads Park
- There is one between Idylwood and Marymoor
- SR 520 bike trail
- Grass Lawn Park, just outside area, huge destination
- These connections exist.

## **11. Proposed studies and plans for Overlake by 2009**

### **a. Communication and marketing strategy for Overlake Village**

- Overlake or just the Village?
- We have to go ahead of the curve on this, traffic is getting worse, businesses are turning over, and Microsoft isn't getting any smaller.

### **b. Station area planning for light rail**

- All parts
- First we have to have a real plan for the whole area. Until we can go from home to airport to SeaHawks games and back it's a waste of time.
- Forget light rail.

### **c. Work with WSDOT and others on SR 520**

### **d. Park master planning for large scale park**

- I think smaller parks and integrated living/working/retail are more important and easier to accomplish.

- I don't know where that would be unless the City buys the Group Health site.

**e. Analysis/planning for regional stormwater management facility**

**f. Joint City-Microsoft planning for NE 40<sup>th</sup> St Corridor**

- Not sure to what goal?
- They are the big gorilla on the block, and actually seem to have more people concerned about green than where I work.

**g. Other**

- Work to have fewer exits from housing or Microsoft to main roads.

**12. Proposed non-motorized and roadway projects in Overlake by 2009**

**a. 152<sup>nd</sup> Avenue mid-block crossings**

- No!

**b. NE 51<sup>st</sup> St Bike lane improvements**

- Do something at 148<sup>th</sup> & have on W Lake Sammamish too. Steep here on 51<sup>st</sup>

**c. SR 520 trail crossing improvements at 40<sup>th</sup> & 51<sup>st</sup>**

- What trail?
- NE 40<sup>th</sup> is a huge short cut for people, and access to SR 520, not the safest place to be walking or riding.

**d. Transit Signal Priority at key intersections**

**e. Access management on 24<sup>th</sup> & 148<sup>th</sup>**

- This causes more harm than good based on what I have to deal with when I try to get to Barnes and Noble in Crossroads.
- Let's not pour gasoline on the fire.

**f. 148<sup>th</sup> & Old Redmond Road intersection improvement**

- Seems fine to me
- There are several major routing problems along this street that would require major changes for safety and flow. This is an alternative routing, so its needs should be analyzed carefully.

**g. 148<sup>th</sup> & Redmond Way intersection design study & rechannelization**

- Seems fine to me
- Obviously this is going to grow in volume, but it is the most direct and natural traffic pattern. Don't make it worse.

**h. Other**

- Sidewalk completion: Completion of missing sidewalk segments along the south side of NE 51<sup>st</sup> Street are a priority! There are just 2 missing segments on NE 51<sup>st</sup> between 158<sup>th</sup> Ave NE and West Lake Sammamish Parkway. There is quite a lot of pedestrian traffic here. Additionally, due to the steep grade, all school bus routes along NE 51<sup>st</sup> run west to east and hence drop off and pick up on the south side. This forces school children who live along the south side to double-cross this very

busy street. Section 3.6.2.3.1.2 of the March 27, 2007 update lists the missing sidewalk segments of NE 51<sup>st</sup> as a project for improvement, but this project is omitted from the compiled list and from the improvement maps.

- Grade-separation of the 520 bike trail at NE 40<sup>th</sup> and NE 51<sup>st</sup> would be very nice – although this is also very ambitious.
- Extension of 150<sup>th</sup> Ave NE (both northward beyond NE 51<sup>st</sup> and southward across 520) would provide tremendous benefits.
- Limit access to major roads – not hundreds of driveways, etc.
- I spoke with Mike Paul today (3/30/07) about possible changes to W Lake Sammamish Pkwy NE. Some road improvements may be done soon in order for KCSRA to build a bigger boathouse – with more traffic. I don't feel like KCSRA was included/needed as part of the Overlake/this road improvement. They will do whatever for their part and then in maybe 4 years it will all be redone. This I call "Taxpayer Money Wasted!" Please only tear up the road once every so many years, not twice in 5 years. I've only had 2 years (summers) without construction for houses/road/parking lots, etc. in 24 years!

## **Exhibit E.3**

### **Summary of 2006 Focus Group Meetings**

## Exhibit E.3

### Summary of Comments from Focus Group Meetings Overlake Neighborhood Plan Refinement and Implementation

From December 2005 to April 2006, City of Redmond staff held a number of small focus group meetings with people who own or manage property or a business in the Overlake Shopping and Mixed Use Area, or who work in the Employment Area. Interviews were held with eight major property owners or managers, commercial brokers, 22 business owners or managers, and several employees from Microsoft Corp., DigiPen Institute and Nintendo of America.

Primary discussion topics included:

#### Business or Property Owners and Managers

- Perspectives on potential benefits or concerns regarding the long-term objectives for the Overlake shopping area as described in the Overlake Neighborhood Plan
- High capacity transit: potential use and perspectives on benefits or concerns regarding Sound Transit's representative alignment and station areas in Overlake
- Market area, demand, and business environment

#### For people who work in the Employment Area

- Use of stores and services, amenities, and activities in the Overlake shopping area and perspectives on types of businesses or services that are missing
- Modes of travel and suggestions for improvements, and potential use of high capacity transit
- What makes for attractive places to live and perspectives on the Overlake shopping area as a future residential/mixed use neighborhood

Comments from these meetings are summarized below.

### **I. Summary of Comments from Major Property Owners/Managers and Commercial Brokers and Business Owners/Managers**

#### **Business Demand**

- Some businesses reported a bit of a decline during the general recession of the early 2000s. A majority of **businesses are growing** and project that the Microsoft expansion will facilitate further growth.
- Businesses that are based on convenience draw **customers** from a 3-5 mile range, whereas businesses that are more of a destination draw as much as half of their customer base from around the Eastside and Seattle. For many businesses, Microsoft employees and other office workers are the bulk of the customer base.
- Most businesses, with some exceptions, are slower on weekends and during the evenings, with lunch and early afternoon being the **busiest time**. Restaurant managers indicated that lunch customers are largely business employees from the immediate area, while dinner customers are families.



### Exhibit E.3

- Demand for **retail space** in Overlake is strong, particularly in the 1,500-10,000 square foot size. Rent for retail spaces is mid- to high-\$20/square foot range and the trend is for rents to increase. Tenants tend to stay; most shopping centers are 100% leased now. Typically, vacancies are filled in less than 2 months.
- **Future retail tenants** are projected to be more traditional and neighborhood-oriented than lifestyle (such as those in University Village). Some participants expect more businesses that cater to the international population in the area. One owner commented that the area population is getting more affluent and the potential for businesses that cater to this affluence exists. Some property owners commented that they expect demand for mixed-use/residential space.
- In terms of **office space**, interest in available space, including interest from start-up companies, is picking up. Microsoft is seen as the biggest competitor for office space in Overlake and property owners expect them to be the first purchaser when space is available.

#### Business Environment

- The **location** seems to be a prime spot for restaurants and services, mostly likely due to the large customer base on the Microsoft campus. Overall, the location is also good in terms of access for customers, although this can be negatively impacted by traffic conditions.
- Many see the changes in the surrounding environment, especially in terms of **diversity of ethnicities**. There has been increased demand for ethnic stores/restaurants in the area, both for the presence of those businesses by customers and from potential business owners wanting to locate in the area.
- Some participants have concerns about the **small business environment** on the Eastside and in Redmond in particular. Other participants mentioned that a big issue is how the City treats and thinks of small businesses. Some thought that one of the biggest issues is that rents in the area are high. There were additional concerns that as the area redevelops, rents will further increase, which may push out some of the current small businesses.
- **Traffic** is a problem and the pedestrian/bike environment is described as poor. Traffic on 148<sup>th</sup> Avenue NE was generally reported as the biggest concern, followed by difficulties on NE 24<sup>th</sup> Street. Traffic problems often create problems with accessing the various shopping centers. Lunchtime traffic is particularly troublesome.
- Most respondents felt that there currently isn't enough **parking**. Because a significant majority of customers drive to shopping and services in Overlake, adequate parking is necessary.
- A number of businesses reported **increased vandalism** in recent years. Of particular concern is that parking lot vandalism has been occurring during the daytime. Overall, there are more concerns about safety but police response is seen as adequate.

### Exhibit E.3

- The **Overlake name** doesn't necessarily register for people as Redmond, many think of it as Bellevue. There is a significant amount of confusion regarding the city boundaries in the Overlake/Bel-Red area. Several responded that the Bellevue image is more positive for business than Redmond because of difficulties with transportation access. A few participants suggested that marketing of and signage in the area may help with name recognition and to change the negative perception. Improved signs welcoming people to Overlake might be a beneficial short-term improvement.

#### Shopping and Mixed-Use Area Long-Term Vision

- Two-thirds of the interview participants think the **vision makes sense** for Overlake. Most saw benefits to more people living in the area, including providing an increased customer base for businesses and helping to accommodate the living situation of current and future employees in the area.
- Some participants expressed **general concerns with the overall vision**. Some thought that the area is currently too commercial to attract residents. Others questioned the validity of the vision given the current American "car-centric" culture. Most participants were concerned about disruption to business due to construction projects and noted that timely completion of projects is critical.
- In response to the **mixed-use component** of the long-term vision, some felt that mixed-use would be good for businesses, especially drop-in businesses, such as coffee shops, that perform better in good pedestrian environments. Others acknowledged that mixed-use helps in getting people out of their cars. Some were concerned that retail spaces in mixed-use developments typically seem too small and that the mix of businesses in some mixed-use projects is not always appropriate or similar to what is currently in Overlake. Many identified a need for a broad range of uses, especially entertainment options.
- In response to the **housing component** of the long-term vision, many acknowledged that demand for medium- to high-density housing in mixed-use communities is growing and that the location of the Overlake area might make it more desirable although the current traffic problems might be a deterrent. Some suggested that more amenities, attractions or entertainment options in the area would likely be needed to attract residents.
- Some **benefits associated with adding residents** to the Shopping and Mixed-Use Area were identified by participants, including: creating more of a community feel; providing more business, especially in the evening; getting people out of their cars, especially those who work and shop in the area; and helping with crime prevention. Others were concerned that added density might increase crime or congestion. Most participants prefer that housing is market-rate, although many were also concerned about the affordability for retail employees.
- Participants thought extension of **high capacity transit (HCT)** to Redmond could help businesses throughout the neighborhood hire and retain quality candidates. Others noted that HCT might be a convenient way for people to get around the area—from Microsoft to the Shopping and Mixed-Use Area, for example—and would especially help those who aren't

### Exhibit E.3

currently mobile. Still others thought HCT would make it easier to travel throughout the region, particularly to the airport.

- **Suggestions for HCT** included that it should be as efficient as possible, and that station areas should be pleasant to help attract people. Some mentioned that there might be a negative perception of transit users by current customers. Other concerns included noise associated with HCT, impact of HCT alignment on vehicle access to shopping centers, and safety of cars and pedestrians near the HCT alignment. A few property owners mentioned concerns regarding the relative costs and benefits of HCT.
- Some noted that it would be important to connect/integrate future developments within the Overlake shopping area and vicinity. Others expressed **concerns** about access to buildings located closer to the street, questions about whether ground floor commercial works in every location, the potential for increased vandalism due to increased population, and the potential impact on business rents due to redevelopment. Many participants identified the traffic congestion in the area as a further challenge to achieving the long-term objectives of the vision for the Shopping and Mixed-Use Area.
- An overarching concern addressed the need for free and **convenient parking** in a mixed-use development. Many felt that buildings fronting sidewalks would be beneficial to business, but that parking, such as angled street parking, must be near by.
- Few property owners, even those who support the vision, expressed **interest in redeveloping their properties** in the near-term. Some commented that returns on their properties are good now and are not sure that redevelopment would pencil out. One property owner expressed interest in adding more retail space over the next 10 years to attract well-established tenants that might help draw more customers to existing stores.

## Exhibit E.3

### II. Summary of Employee Comments

#### Use of the Shopping and Mixed-Use Area

- A majority of employees interviewed from the Employment Area utilize the stores or services in the Shopping and Mixed-Use Area in some way. Most commonly, **employees visit the restaurants** in the area at lunch time. Fewer employees do their shopping there, although it is a prime shopping location for DigiPen Institute students because of its proximity.
- When asked to identify **retail, services or activities that are missing** in the Shopping and Mixed-Use Area, employees suggested: higher-end retail; entertainment options such as a movie theater, billiards hall, or arcade; health services, such as small medical and dental offices; “mini-civic” outlets such as a library or police center; higher quality restaurants; independent coffee shops; bars; a teen center or babysitting service; hardware stores; and green or open space. A convention center was suggested as a use that would complement other nearby shopping centers, including Redmond Town Center and Bellevue Square, as well as the nearby Employment Area.
- The largest complaint about the Shopping and Mixed-Use Area is the **poor pedestrian and bicyclist environment**. Most commented that it does not feel safe to walk there. A second common complaint is the amount of traffic. Some also noted that parking can be difficult in the area. Many cited that better connections (transit, pedestrian, or bicycle) are needed between the Employment and Shopping and Mixed-Use Areas.

#### Shopping and Mixed-Use Area Long-Term Vision

- Overall, respondents had a **very positive response to the long-term objectives**, particularly the idea of mixed-use development with residential over retail. One commented that these steps would aid in bringing a more diverse community to Redmond. Others suggested that adding housing would be beneficial because it would help ensure that the area doesn’t “shut down” at 5:00 PM.
- A majority of participants thought that the area would be **attractive to potential residents** if it achieved its long-term objectives. Many identified that single households, childless couples and empty-nesters are growing demographics that might be interested in higher-density housing in an urban environment. Many of the long-term objectives were described as positive attributes of living places, including: proximity to open space and amenities; convenient services and retail within walking distance; dense neighborhoods; proximity to transit options; proximity to work; and a walkable environment.
- Although a few participants thought that **adding housing** might add more traffic to roads that are already heavily congested, most acknowledged that making the area more pedestrian friendly and encouraging people to live close to work and shopping might help get people out of their cars. A few participants were also concerned about the effect of additional housing on school capacity in the area.
- Most employees noted that for **HCT to be a viable transit option**, service would need to be frequent and connecting bus routes would need to be offered. In terms of frequency, many

### **Exhibit E.3**

noted that transit is easiest to use when the schedule is simple and stops are every 10-15 minutes. Others suggested that HCT would be most useable if it ran all day and late into the evening and also if the area were more pedestrian friendly. Of equal importance would be that HCT hit “key” stops along its route.